

Hitting on All Twelve

by C.E.T. Scharps

IT IS only by the interchange and exchange of ideas that we can make progress in this world. I am pleased, therefore, to be able to record the thought expressed recently by Second Deputy Police Commissioner Lahey, to suggest that every person who drives an automobile should have his finger prints taken. We say "his," but of course Commissioner Lahey must mean "her's" too, because women drive motor cars these days. By that scheme he believes that it will be possible to prevent persons who have licenses suspended under one name from getting another license by using a fictitious name later on.

By all means let us finger print all motorists. And let us not stop here. Let us finger print everybody, because almost any day some one may get to be a motorist. And of course, when finger printing everybody, we must naturally include Police Commissioners and such. Even if they don't see the need for that step, let them all be finger printed, because under another administration they might well become private citizens and automobile drivers and we want to have their records in full.

Some day some one will get an idea that to be an automobilist isn't to be a criminal and that therefore it verges just a bit on the insulting to propose that the methods of identification that are used in the case of criminals should be applied to persons whose only offence is that they are drivers of motor cars.

In the interval I may say that I seem to detect an itching on the part of some persons to get the control of registration of motor cars and of drivers of cars away from the Secretary of State. These persons apparently will not be happy until they have established a separate automobile department, with all the unnecessary expense that entails, in which some one else shall have all the authority over the motor-to-much-to-be-motor car owning and operating class. It was County Judge Gibbs in the Bronx who said the other day that an automobile may be made a very readily instrument in the hands of a physically unfit person. That is true, and I believe it is also true that too great authority over the motor car drivers may become a very dangerous instrument in the hands of those temperamentally unfit to have such power.

When the law was passed compelling drivers of cars in Greater New York to be licensed it was done to give the police authorities greater control over all such motorists. Now if after all that the police still want greater power it doesn't seem reasonable to grant it to them. It is about time, in my opinion, that the motorists got out from beneath the yoke of government by intimidation. Let us have a little more common sense and a whole lot less threatening and complaining. The motor car problem isn't any worse than the police make it. They have power enough. Let us not give them any more.

By Tunnel to New Jersey

AFTER a considerable time it appears that the vehicular tunnel from New York to New Jersey is to become an actuality. It is a great undertaking and when it is completed will be a wonderful thing for those who operate motor cars, either passenger or commercial vehicles. It will do away with congestion on ferries and will render those who use motor vehicles, particularly in a business way, safe from the conditions arising out of other strikes—if they come—of the men who work in the harbor. It will also free the passenger car motorists from the necessity of waiting upon the ferry schedule and will promote travel between New York and New Jersey.

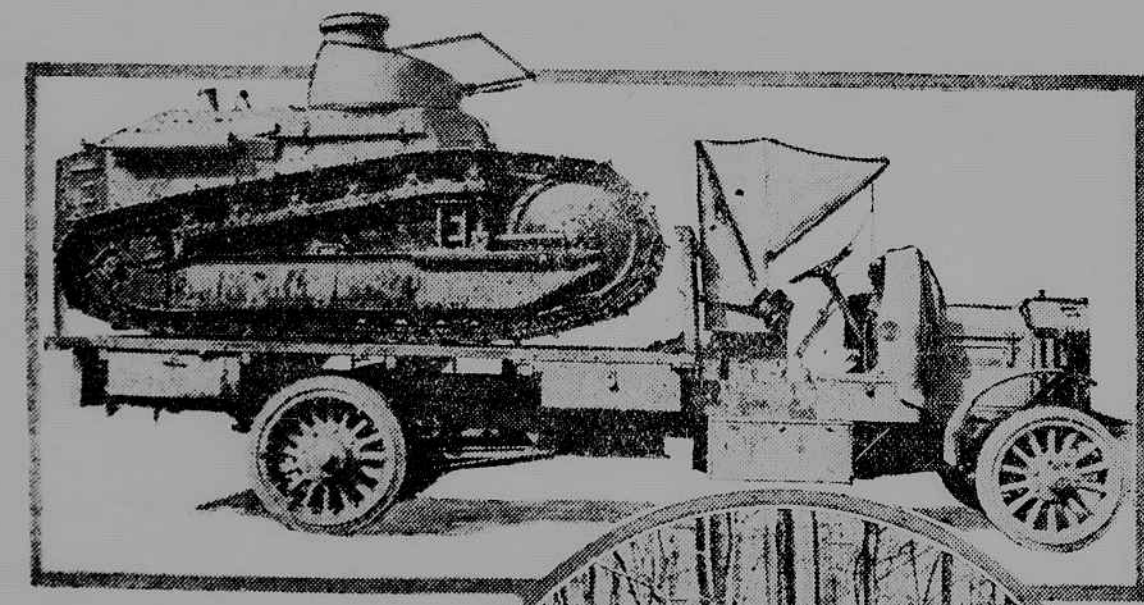
Now it is time for New Jersey to take a big step and let down the bars somewhat on the use of "foreign" motor cars in that state. Let the Jerseymen broaden the reciprocity feature, so as to permit touring beyond a fifteen-day limit for New York automobilists. It will create a situation of benefit to New Jersey, because it will bring more persons to that state to spend money in the coast and other resorts.

Death of Harry S. Harkness

THE passing of Harry S. Harkness removes from the world of motoring a prominent figure. Not only was Harkness a driver of ability, but a man keenly interested in a personal way in competitive motoring. He was also the man who played a major part in the construction of the ill-fated Sheephead Bay Motor Speedway. This was not in any sense a financial success, perhaps because the opening events were not managed by showmen, who would have understood how to draw a crowd and how to "dress the house." The successes made afterward by Bill Wellman in running race meets there showed what might have been done, although of course Wellman didn't have to carry the load of the interest on the investment.

Harkness was well liked by the men in the world of motor racing, and the newspaper men who came in contact with him found him a fine fellow personally. It is too bad that he came so untimely to his end.

Baby Tank Rides to Work and Gets



Some 3,200 baby tanks, or "chars," as the French term them, each about the size of a small automobile, participated in the final stages of the war, and were important factors in driving the German troops back toward the Rhine. This news comes from George B. Warner, American representative of Renault, the well-known French builder of automobiles and motor trucks who has recently returned to this country from France.

Last winter Louis Renault, who since the start of the war had moved his manufacturing facilities to producing equipment and munitions for the French army, conceived the idea of a small and highly mobile tank which could be produced in large numbers. He designed such a machine, and, failing to interest the French military authorities in it, proceeded to build 100 of them on his own initiative and at his own expense. These proved so successful in actual fighting that the type was adopted and three other plants, in addition to Mr. Renault's, were set to work building them last June, with the result that the 3,200 mentioned above were in active service when the armistice was signed.

These baby tanks, which are not to be confused with the British whippet tanks, the latter being much larger machines, were named after the old Roman war chariots by the French military authorities and called "chars d'assaut," or chariots of assault. Some 400 of these chars, with mixed French and American crews, fought with our troops at Chateau Thierry and in the subsequent advance which wiped out that salient. In still larger numbers they participated in the St. Mihiel battle and did wonders in that fight. From then on to the finish, in ever increasing numbers, these small but highly

efficient fighting machines were constantly in action, being rapidly transported from one sector to another on the platforms of motor trucks. The outside dimensions of the Renault char are 5 feet 10 inches high, 10 feet long and 4 feet 6 inches wide. Two men make up the crew, a gunner and a driver, who is trapped in a pedaled board, reclining at an angle of 45 degrees. The need for this will be

Baker to Help Greet "Rick"

Secretary of War Will Attend Banquet to "Ace of Aces"

Several hundred tickets already have been sold for the banquet to be given by the American Automobile Association Contest Board to Captain E. V. Rickenbacker, the leading American "ace," on Monday evening, February 3, at the Waldorf-Astoria. The guests will include all of the prominent figures in the automobile world and, besides, Newton Baker, Secretary of War; General W. L. Kenby of the Department of Military Aeronautics, legislators and other persons of note. Congressman Clifford Ireland, of Illinois, a member of the A. A. A. Contest Board and a personal friend of Captain Rickenbacker, will be toastmaster.

The Automobile Dealers' Association cancelled its own banquet, which was scheduled for the same date, and will cooperate in making the Contest Board's banquet a huge success. The same is true of the Motor Club, which had planned a banquet for "Rick" and whose invitation he had accepted. Likewise, other organizations, which are desirous of entertaining this "ace of aces" who has twenty-six Boche planes to his credit. Cooperating organizations include the National Automobile Chamber of Commerce, Motor and Accessory Manufacturers' Association, Automobile Club of America, Aero Club of America and the Aircraft Manufacturers' Association.

A reception committee has been appointed to meet Captain Rickenbacker upon his arrival from France this week. It includes Alan R. Hawley, president of the Aero Club of America; Elmer Thompson, secretary of the Automobile Club of America; Charles M. Brown, president of the New York Dealers' Association; C. H. Larson, chairman of the New York Show Committee; William Allen, of the New York Motor Club; and Fred J. Wagner, who has charge of the tickets and seating. Tickets at \$10 may be obtained at the Contest Board's office, 501 Fifth Avenue.

Dump Body Truck Has

Hydraulic Power Hoist

One of the models of the Day-Elder truck will be equipped with the standard type of steel body operated with the Wood hydraulic hoist, which has long since become standard for the use of contractors and firms engaged in building building materials. This is adaptable to any material which ordinarily is dumped, and has the usual tail gate arrangement whereby the load can be controlled or spread while the process of dumping is going on.

In consequence of a report from authoritative sources that very shortly a limit of weight of truck and load will be established in all states of 20,000 pounds gross, this particular Day-Elder model seems to fit into the new situation and will handle a six-ton payload, which, in addition to the weight of body and chassis, will still be within the State Engineer's requirement of total weight.

The Day-Elder is a Newark product, which means that for this market there is no freight charge. The Coit-Stratton Company, metropolitan distributor for Day-Elder trucks, calls attention to the point that this dump body truck with the power hoist, painted in red, is at least ten other makes demand for the chassis alone, in the same carrying capacity.

Newark Space Oversold

Space at the Newark Eleventh Annual Automobile Show, February 15 to 22, will be oversold, we are assured by Claude E. Holzgate, under whose direction the Newark shows have been run for several years. On January 30 the committee will tackle the task of allotting space to about a hundred passenger car, commercial vehicle and accessory dealers, all of whom have demanded more space than they had last year.

Testing Alignment

A rough and ready method of testing the alignment of the front wheels is to jack these wheels up an equal distance from the ground and spin them. While they are revolving, draw a line on the center of the tires with a piece of chalk. Measure the distance from the line on the other tire at the height of the hubs and both before and behind the front axle. The approved method will work out at about three-eighths of an inch. —L. I. A. C. Motorist.

The Motorist to His Car

O, little car, my hope, my pride!
More thoughts of you bring forth a smile.
What joy—what happiness to ride!
(It costs me 10 cents a mile!)
What wondrous roads I spin along,
What country opens to my view!
(What a waste of you have not gone wrong?)
What have I spent for tube and shoe?
Day after day I travel fast,
As on a magic carpet sped.
(Night after night I fix that car,
And work until I'm almost dead!)
O, little car of mine, what pride,
What joy of riding with my heart!
(And every time I take a ride,
I quite expect you'll fall apart!)
H. S. OSBORNE.

Packard Starts

Another Test

For Truck Men

Efficiency Contest. Opening

February 1. Will Continue

For One Year, With Generous Prizes in Classes

Its test of last summer having proved to the Packard company the possibility of saving to American business men operating trucks the enormous sum of \$500,000,000 yearly, another truck operating efficiency test has been decided on. It begins on February 1 of this year and ends January 31, 1920, a period of one year, including every possible weather condition. Packard trucks are eligible and cash awards of \$17,500 are offered drivers, shipping clerks and accountants.

"In the first test," says R. E. Chamberlain, manager of freight transportation department, "the results showed that the three men who have most to do in the trucking business are the driver, the accountant or bookkeeper and shipping clerk. So in this new test the awards are going to these men. Packard truck owners will profit by saving real money through more economical operation and hauling efficiency. "The one rigid requirement of this new test is that all operating maintenance, cost and load data be submitted on forms of the National Standard Truck Cost System, as in the first test. The use of this system has shown owners who employed it properly exactly what they were getting out of their trucks in the way of work and how much it costs to do that work. As a general rule they learned that their trucks were not being given all the work they were capable of doing. Some found, too, that their trucks were carrying large overloads.

"The owner starts this test with the basic principles developed by our organization of transportation specialists. He has an entire year to apply these principles to his individual business. We know that it is possible for him materially to reduce gasoline consumption, to save several hundred dollars yearly in hauling expense and to increase hauling efficiency to a very great extent by applying modern business methods to loading and routing. Every Packard owner should enter his truck in this test. His local Packard dealer will gladly give him all the information needed."

Entrants are divided into seven classes. All six-ton trucks are in division A; five-ton, division B; four-ton, division C; three-ton, division D; two-ton, division E; ton and a half, division F; one-ton, division G. There are fifteen awards in each class. Driver's first award in each class is \$500; accountant's, \$125; shipping clerk's, \$25.

"Happy" Cars

De Bear Finds a Phrase to Fit a Present Tendency

"I never have seen such an interest as there is among buyers in specially painted automobiles," says Harry T. De Bear, manager of the Maxwell-Chalmers branch. "This began some weeks ago, and every day I find it increasing. Among our prospects this development has become pronounced. At first I gave it little attention, thinking the demand for special paint jobs, special body finishes and the like was simply one of those developments that wave along through the business every now and then.

"Now I am beginning to see what causes it. It is an expression of the subconscious happiness of the people because of the successful conclusion of the war. Everybody is happy, of course. A current of happiness runs through men as electricity would. "Therefore, many men and women find themselves wanting things of color and they themselves could not define for you just what it is within them, in their spirit, that impels them to the desire. Men and women just naturally seek something else besides the conventional blacks and dark blues. They want happy cars—everybody seemingly wants a happy automobile."

Chicago Show Opens

The nineteenth annual Chicago automobile show opened last night in the Coliseum Annex and First Regiment Armory. The passenger car exhibit runs to February 1 and the commercial car show from February 3 to 6. In the second section there will be a display of motor-driven vehicles used by the Great Lakes Naval Training Station, including a hydroplane.

Very Personal

It's "Governor" Poertner now. The National and Scripps-Booth dealer, running as an outsider, trimmed the regulars at a board election of the New York Athletic Club.

William Parkinson, the Stutz dealer, is expanding his business location. He has taken over the double store at 1208-B Broadway, where the Ajax Rubber Company was, and after alterations are completed will move down from 1804 Broadway.

C. W. Tucker, who used to sell Studebaker cars in the Southwest, is now with the Moon Motor Car Company in New York.

Louis Rosenberg, in the general advertising field for more than twenty years, has been appointed director of sales and advertising for the Keystone Tire and Rubber Company.

W. E. Biggers, advertising manager for the Hyatt Roller Bearing Company, and also with United Motors, leaves February 1 to become assistant to Calvin P. Bentley, president of the Owsosso Manufacturing Company, at Owsosso, Mich.

The Haynes Automobile Company now has as advertising manager Gilbert C. Radway, who has been associated with Hudson, Packard and Marmon in the advertising field.

Arthur T. Murray, formerly an automobile dealer in New York and afterward head of the Bethlehem Motors Corporation, has been elected president, as well, of the American Bosch Magneto Corporation. This is the company which bought the plant from the Allen Property Custodian when he took the Roche out of Bosch.

New York's Annual Show of Motor Cars Opens This Week

Nineteenth of the Line, but the First Ever To Be Managed by the Association of the Local Dealers—Every Indication Is That It Will Be a Splendid Success

Next Saturday night the nineteenth annual New York Automobile Show will open simultaneously in Madison Square Garden and the 95th Regiment Armory, close by. With more than 200 exhibitors in the passenger car section, which occupies the first week of the show, and with approximately the same number in the commercial vehicle section of the exhibition to take place one week later, its success seems assured beyond doubt. The outlook is most gratifying to the Automobile Dealers' Association, which is promoting the event.

In Part I, the passenger car display, there will be no less than fifty-eight different makes of complete cars and chassis, including everything from the small, light, low-priced car class to the most expensive palace on wheels, both in the Garden and in the armory. Gasoline and electric types of vehicles will be shown.

Featured with many of these cars will be new body designs, many of them "custom made" affairs, offered by a number of the leading dealers. The regular standard bodies, of course, will be shown. The body display will be one of the most interesting features of the show.

The popularity of the enclosed car for all-year-round use is undisputed and the majority will show models of this type, including limousines, phaetons, coupes, berlines, sedans and landaulets. Touring cars and roadsters will, of course, appeal to those who glory in fresh air. Then, too, there will be the convertible body types, a

closed car in winter and an open one in warm weather.

The accessory exhibit will be attractive to many, for thousands of visitors will be motorists who are not desirous of purchasing new cars but nevertheless are in the market for certain accessories and improvements adaptable to their present cars. Hundreds of models of accessories, parts and sundries will be offered by more than 150 manufacturers and selling organizations, included in this list are the leading makers of the Motor Accessory Manufacturers' Association. Accessories and parts will be exhibited in both Madison Square Garden and the 95th Regiment Armory. In the former the balconies and basement will be filled to capacity.

That there may be no confusion regarding admission at the show, it may be made clear that a single 50-cent admission ticket is good for admission to both the Garden and armory during the passenger car display, and visitors may visit one building one day and the other on a following day, if they so desire. The same arrangement holds too, for tickets sold for the commercial vehicle show, which opens February 8.

Neither section of the show will be open on Sunday, as the passenger car section opens at 8 o'clock Saturday night, closing at 10:30 o'clock. Thereafter it opens at 10 a. m. daily, closing at 10:30 p. m.

The exhibitors in Part I (passenger cars) are grouped as follows: Madison Square Garden, main arena, Buick, Cadillac, Chandler, Daniels, Dodge Brothers, Haynes, Locomobile, Marmon, Maxwell, Mitchell, Moon, Oakland, National, Oldsmobile, Overland, Packard, Peerless, Pierce-Arrow, Studebaker, Stearns, Studebaker, Stutz, Willys-Knight, Winston.

Madison Square Garden, exhibition

Foreign Trade To Be Appealed To at Auto Show

General Motors Export Co. Makes Pioneer Step by Taking Space for "Overseas" Models in Garden

By way of showing that American manufacturers are keenly alive to the export feature that is bound to be a significant part of the future of the motor car industry, it is worth noting that the General Motors Export Company, an organization interested exclusively in the marketing of cars overseas, has taken a display space in Madison Square Garden in the automobile show which opens next Saturday. A complete line of export models of the seven General Motors lines will be on display at the same time at the showroom of this company, at 1764 Broadway. This is the first time that

hall, main floor adjoining foyer—Auburn, Baker R. & L. Cole, Dort, Mercer, Geo. Scripps-Booth, Velle, Madison Square Garden, concert hall, second floor—Essex, Hudson.

Sixty-ninth Regiment Armory, Twenty-sixth Street and Lexington Avenue, Apperson, Buick, Chalmers, Crow, Elkhart, Cunningham, Davis, Elgin, Empire, Franklin, Hummobile, Jordan, King, Kissel, Lexington, Liberty, McFarlan, Nash, Owen-Magnetic, Paige, Phaeton, Pre-war, Roamer, Saxon, Standard, Westcott.

In the armory will be shown several Liberty motors and a wide variety of body designs, the following concerns exhibiting: "Car Body Company, Blue Ribbon Body Company, Brooks-Ostruk Company, Holbrook Company.

The show committee of the Automobile Dealers' Association, Inc., is as follows—Charles H. Larson, chairman; H. R. Bliss, Harry J. DeBear, R. J. Gilmore, William C. Poertner, Walter A. Woods and Charles A. Stewart, manager.

a company interested solely in export trade has exhibited at an automobile show.

"The preference of overseas buyers make a special display of export models desirable and essential," says Peter S. Steenstrup, general manager of the company. "It is a fact not generally known to American motorists that the great majority of cars shipped into foreign territories have the drive on the right-hand side, instead of the left, as is the practice on all modern American cars. This preference for right-drive cars is due to the custom of turning to the left instead of the right in passing other vehicles which prevails in England, the British colonies and many other countries.

"Cars for export are generally painted dark gray, instead of the colors in favor in this country, and have khaki-colored instead of black tops. Other preferences, which vary greatly in the different foreign markets, for peculiarities in design and mechanical construction, greatly weaken the appeal which the standard domestic cars make to the overseas motorist.

"It is simple enough to demonstrate a domestic car to the overseas buyer and explain to him that the export model which he wishes to purchase will embody the changes and improvements he desires, but this method does not carry the conviction and satisfaction that a demonstration of the exact car he wants is almost certain to give. The overseas dealer or motorist who calls at our exhibit can see and ride in an exact duplicate of the car which will be delivered to him in his own country, and will not be obliged to use his imagination to determine that he is purchasing exactly what is wanted.

"The export business is essential to the continued prosperity and growth of our country, and we feel that in making our entry as an exhibitor in the coming New York show, which will undoubtedly attract many overseas buyers, we are not only promoting our business, but demonstrating to the overseas buyer that American manufacturers desire and value his business and are willing to go to great lengths to obtain and hold it."

Mulford Enters for Race

Ralph Mulford is starting his thirteenth season as an automobile racer by entering for the Liberty Sweepstakes of 500 miles on May 31 at the Indianapolis Speedway. Mulford is the Indian driver to enter. He will drive a Frontenac, built by Louis Chevrolet.

Is your non-freezing mixture a car-wrecker?

MANY chemical non-freezing mixtures now on the market are sure death to a car's cooling system. Most of them contain calcium chloride, which, the U. S. Bureau of Standards warns, "should be used with caution if at all, on account of their corrosive action."

Choking, scaling, rusting, and big bills for repairs next Spring are the ultimate result of using these chemical compounds.

On the other hand, PYRO Alcohol is used by the U. S. Government in its Army, Navy and Post-office motors, because it not only gives certain protection from freezing, but it is actually good for the car cooling system.

PYRO is on sale at garages and filling stations, groceries, department stores, druggists, and paint and hardware stores.

How To Use PYRO

1. Determine capacity of radiator in gallons.
2. Fill radiator with water.
3. Draw from radiator enough water and substitute same quantity PYRO to meet following conditions:

16-2-3%	Solution—1 part PYRO and 5 parts water will not freeze at 20 above zero.
20%	Solution—1 part PYRO and 4 parts water will not freeze at 10 above zero.
25%	Solution—1 part PYRO and 3 parts water will not freeze at zero.
33-1-3%	Solution—1 part PYRO and 2 parts water will not freeze at 10 below zero.
50%	Solution—1 part PYRO and 1 part water will not freeze at 25 below zero.

When necessary to replenish, use a mixture of 1 part water and 4 parts PYRO.

—play safe by using

PYRO

ALCOHOL

Protects your Car
—from Freezing
—from Repair Bills due to Corrosion

U. S. INDUSTRIAL ALCOHOL CO., 27 WILLIAM STREET, NEW YORK